

# BookletChart<sup>TM</sup>

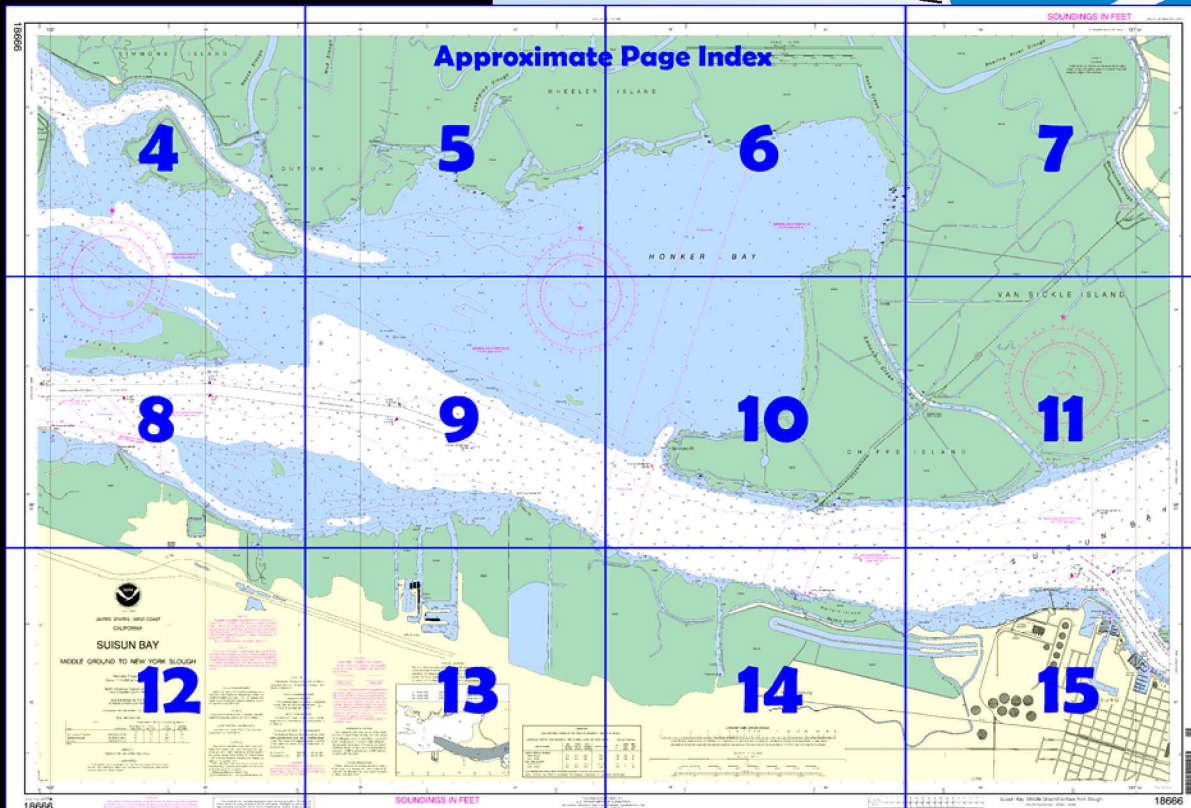
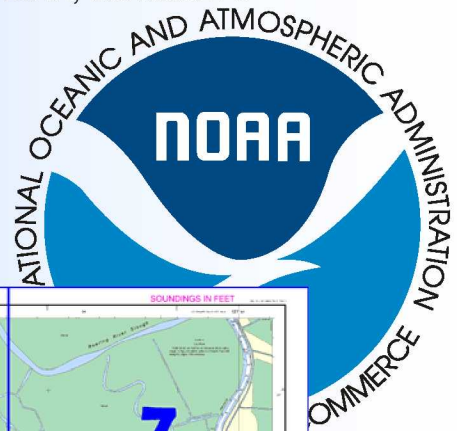
## Suisun Bay – Middle Ground to New York Slough

(NOAA Chart 18666)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

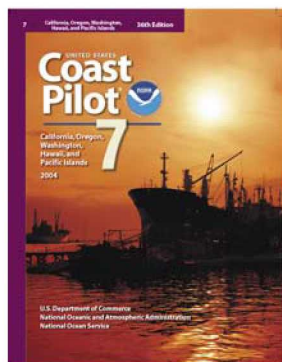
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 7, Chapter 7 excerpts]**

(1) San Francisco Bay 18640**San Francisco Bay**, the largest harbor on the Pacific coast of the United States, is more properly described as a series of connecting bays and harbors of which San Francisco Bay proper, San Pablo Bay, and Suisun Bay are the largest. Depths of 29 to 40 feet are available for deep-draft vessels to San Francisco, Oakland, Alameda, Richmond, and Redwood City in San Francisco Bay proper; to Stockton on the San Joaquin River; and to

Sacramento through the lower Sacramento River and a deepwater channel. Much of the local navigation is by light-draft vessels and barges. (541) Pittsburg 18659**Pittsburg**, on the S side of New York Slough 12 miles E of Suisun Point bridges, is a manufacturing city with several deepwater berths.

(542) The PGE-Pittsburg Fuel Pier, about 0.3 mile W of **New York Point 18659New York Point**, is an offshore wharf with 1,070 feet of berthing space, 35 feet alongside, and a deck height of 14 feet. It is used for receiving and transshipping petroleum products.

(543) The Diablo Service Corp. Wharf, about 0.6 mile E of New York Point is an offshore wharf with 1,154 feet of berthing space with dolphins, 35 feet alongside, and deck height of 12 feet. There is a conveyer system and crawler tractors. Rail and highway connections, and water and electrical shore-power connections are available. It is owned by Tosco Corp. and is used for the receipt of petroleum coke.

(544) USS-Posco Industries, Pittsburg Wharf, about 1.3 mile E of New York Point, is a 891-foot marginal wharf with depths of 33 feet alongside and a deck height of 11 feet. Three 37½-ton cranes are available, and there are rail and highway connections, and water and electrical shore power connections. It is used for receipt of semifinished steel.

(545) The Dow Chemical Co., Pittsburg Plant Wharf, about 2 miles E of New York Point, is an offshore wharf with 672 feet of berthing space with dolphins, 40 feet alongside and a deck height of 20 feet. It is used for shipment and receipt of caustic soda.



# Table of Selected Chart Notes

**HEIGHTS**  
Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:10,000 at Lat. 38°03'  
  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The California State Grid (Zone II) is indicated on this chart at 4,000 foot intervals thus:  $\frac{1}{1}$   
The last three digits are omitted.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)


**NOAA VHF-FM WEATHER BROADCASTS**  
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Mt. Pise, CA	KHB-49	162.40 MHz
Sacramento, CA	KEC-57	162.55 MHz

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.289" southward and 3.858" westward to agree with this chart.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**NOTE B**  
**CAUTION**  
Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the waterway.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.  
Refer to charted regulation section numbers.

**NOTE C**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**CAUTION**  
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

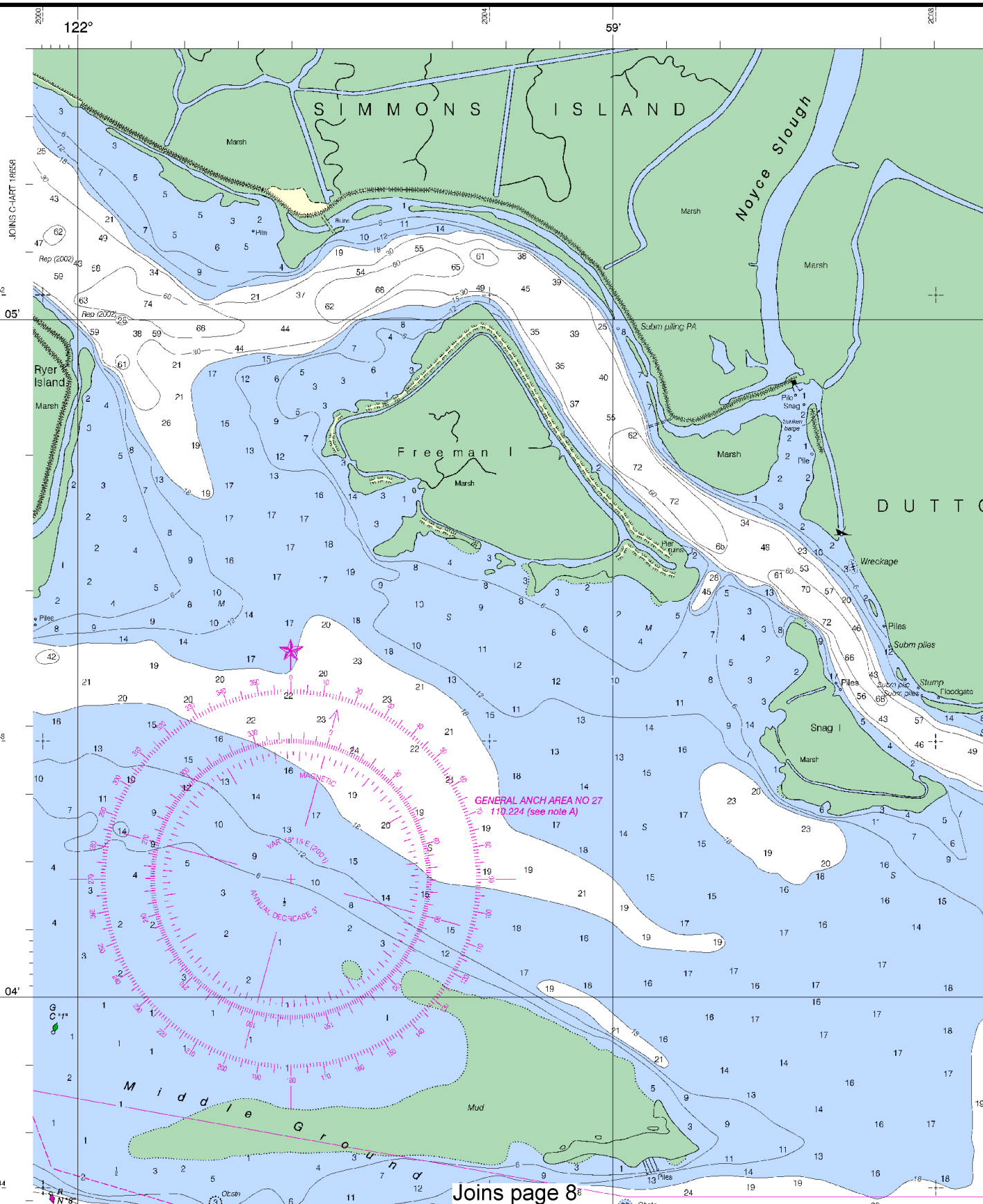
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SUISUN BAY									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2008									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLW (FEET)	
MIDDLE GROUND CHANNEL									
WEST REACH	37	37	35	11-08		350	1.29	35	
EAST REACH	35	38	37	11-08		350	1.09	35	
NEW YORK SLOUGH									
WEST REACH	32	33	33A	4-08		400	1.3	35	
EAST REACH	34	33	34	4-08		400	1.7	35	
A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38° 02'41.2"N 121°53' 21.32"W.									
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION									

TIDAL INFORMATION					
Place	(LAT/LONG)	Height referred to the datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name		feet	feet	feet	feet
Mallard Island Ferry Wharf	(38°03'N/121°55'W)	4.1	3.6	0.6	-2.0
Montezuma Slough	(38°05'N/121°53'W)	4.1	3.7	0.6	----
Pittsburg	(38°02'N/121°53'W)	4.1	3.6	0.6	-1.5

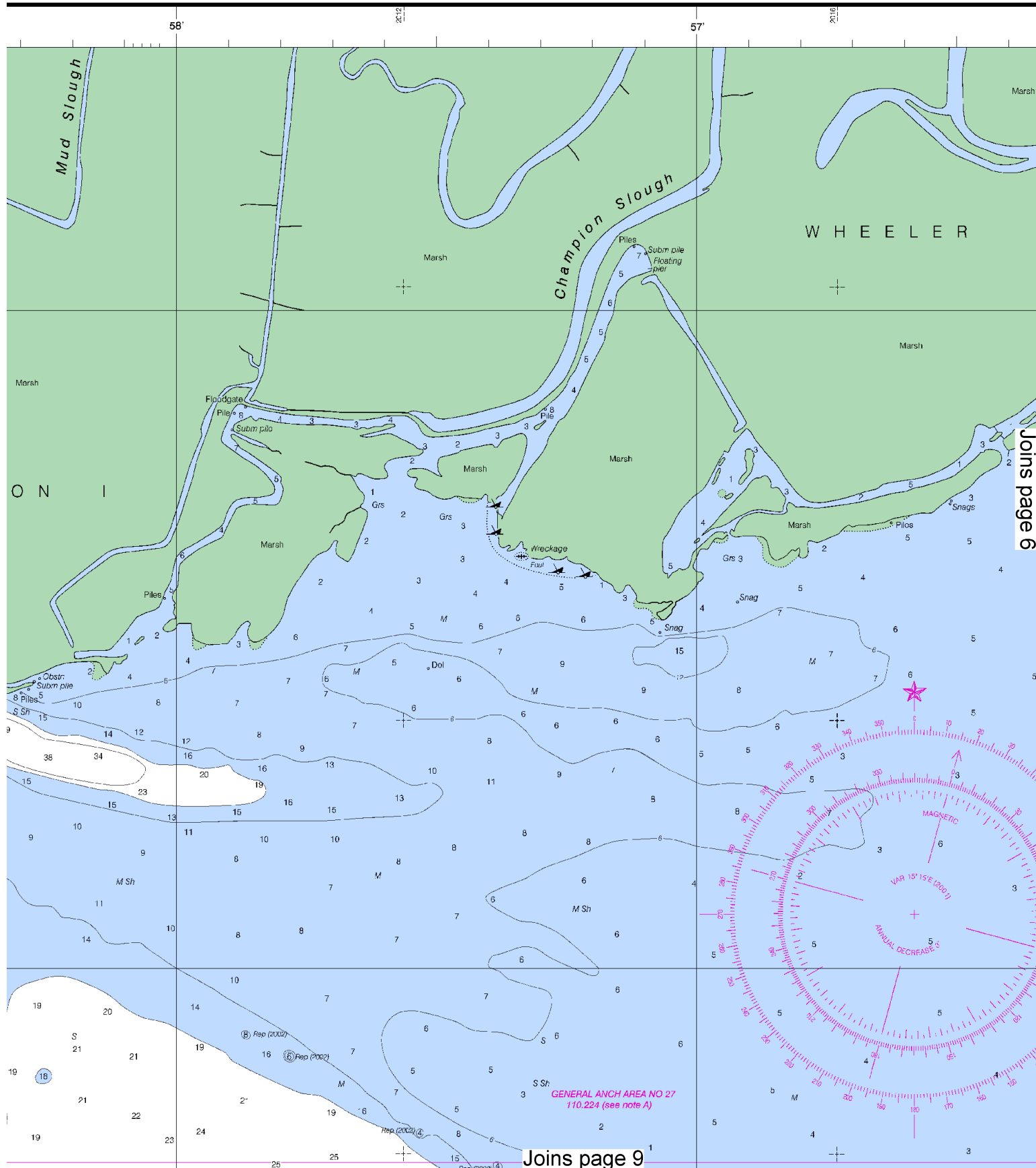
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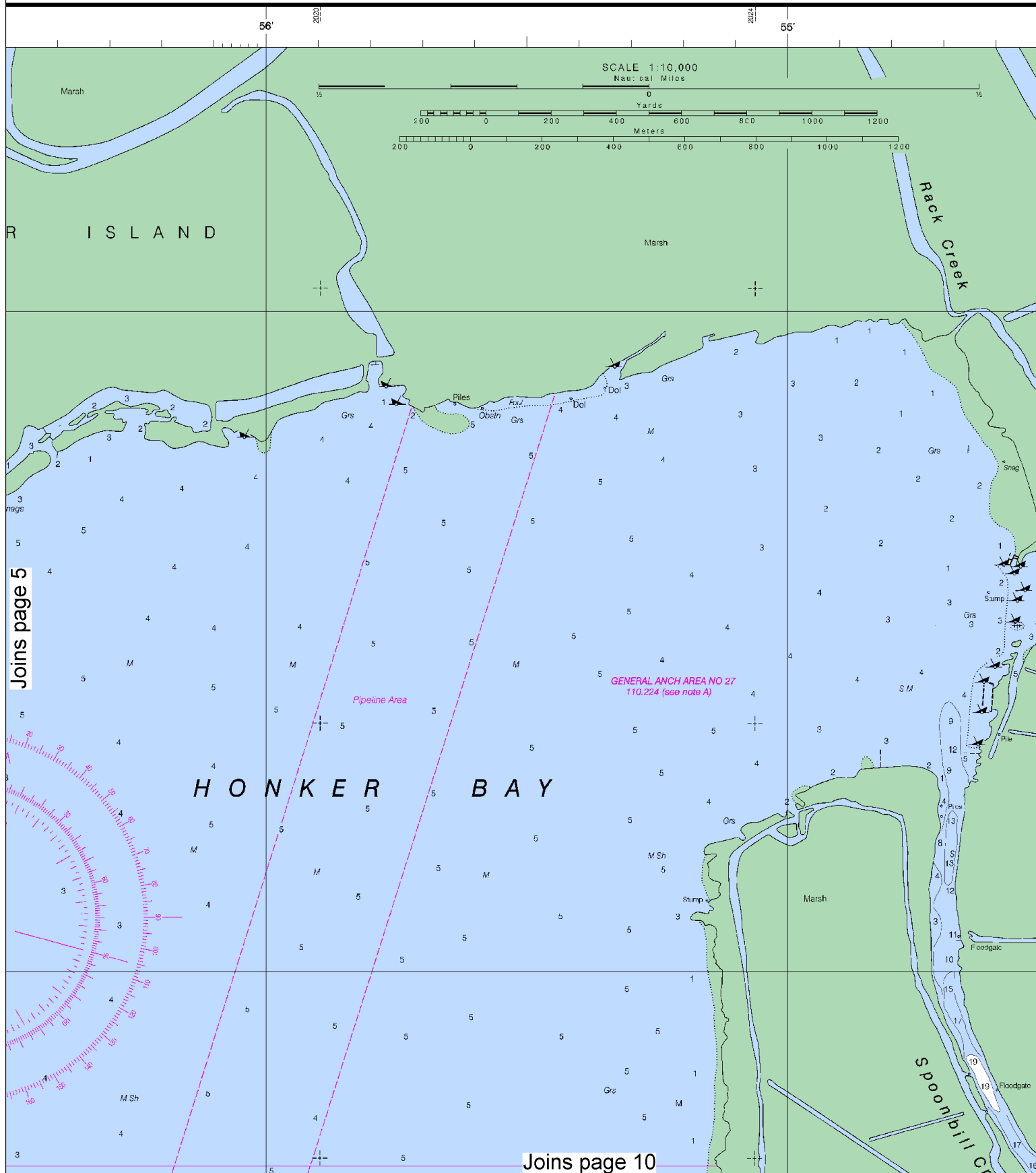


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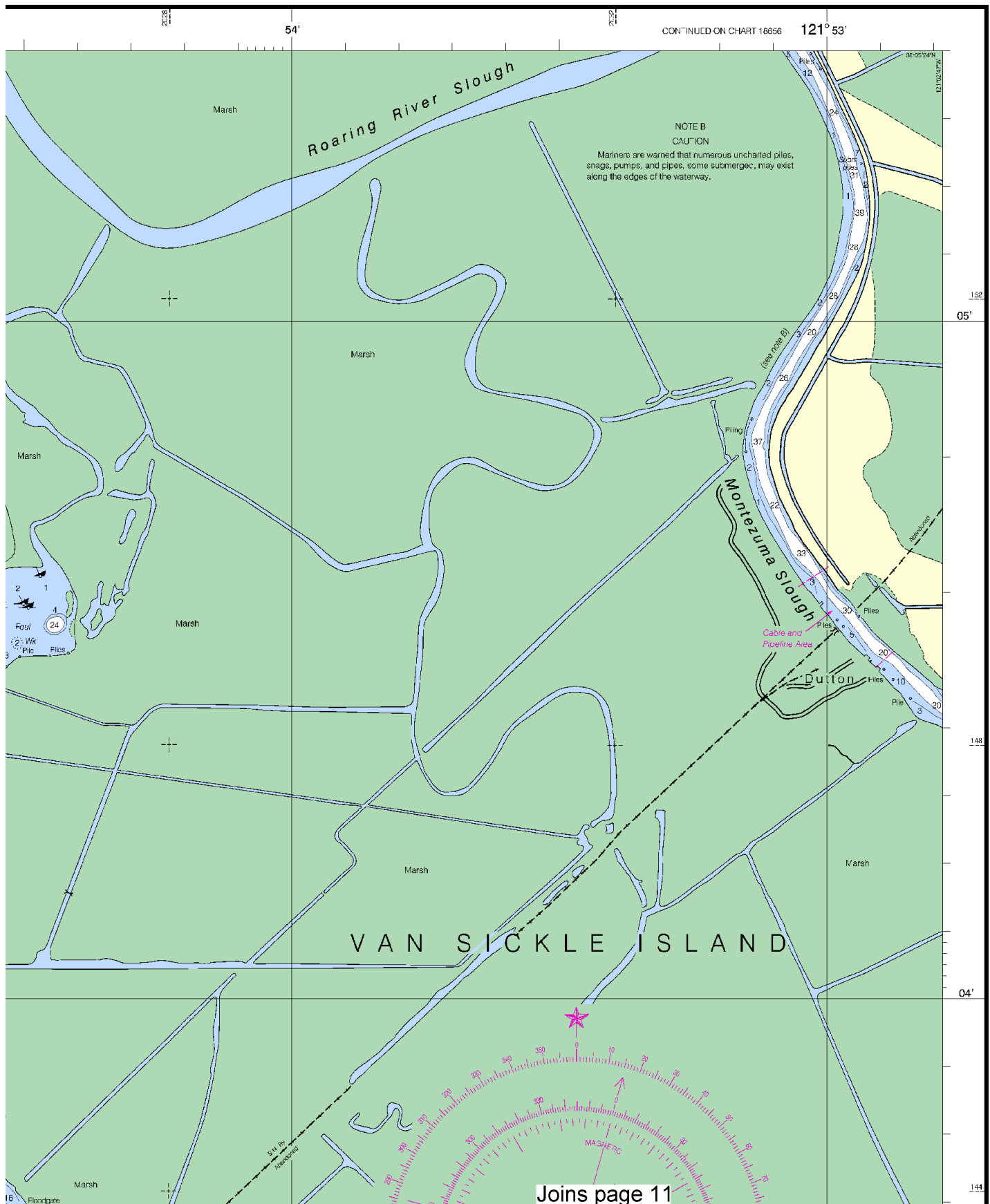


This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:14286. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



# SOUNDINGS IN FEET

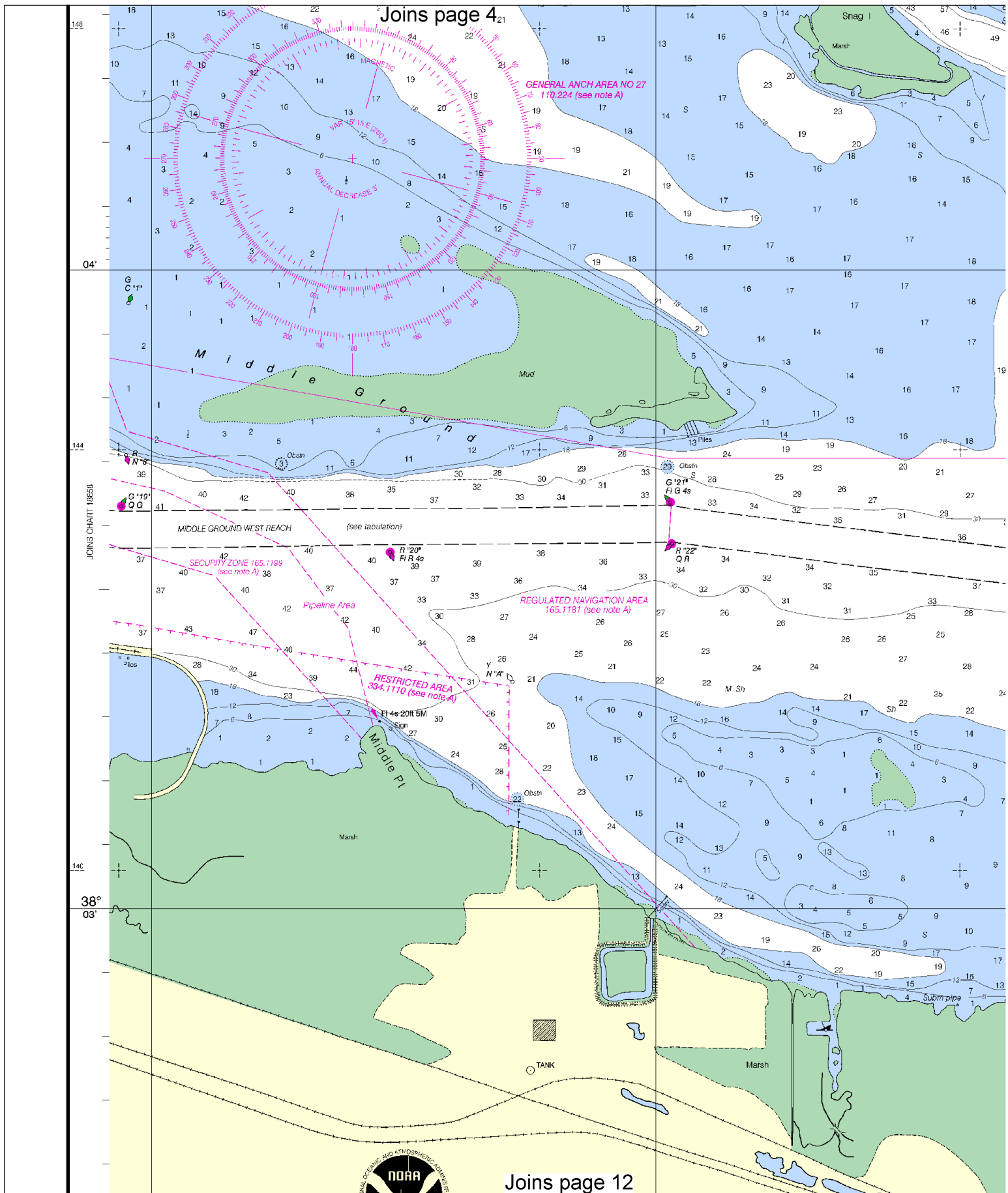
Nautical Chart Catalog No. 2, Panel N



Joins page 11

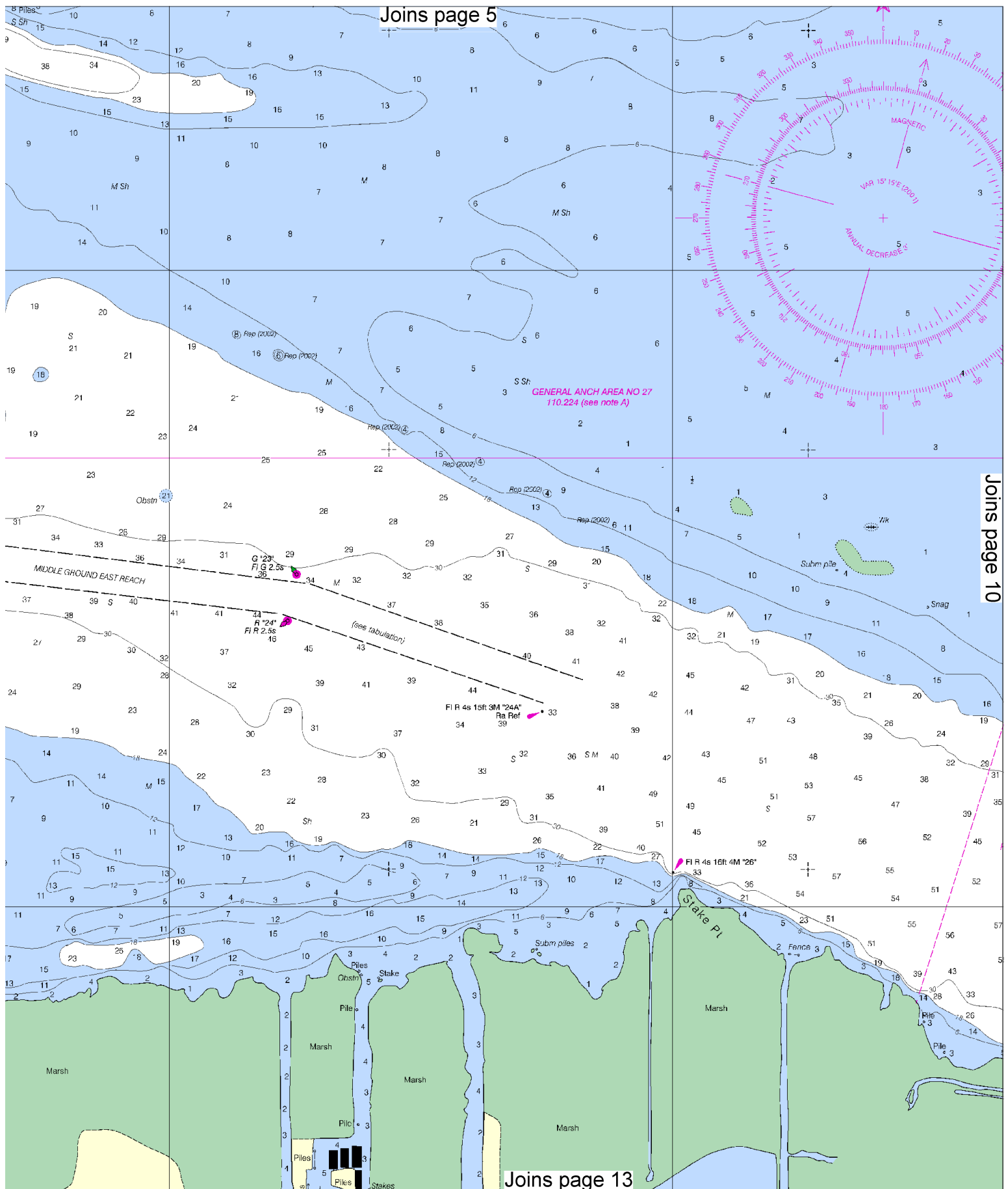
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

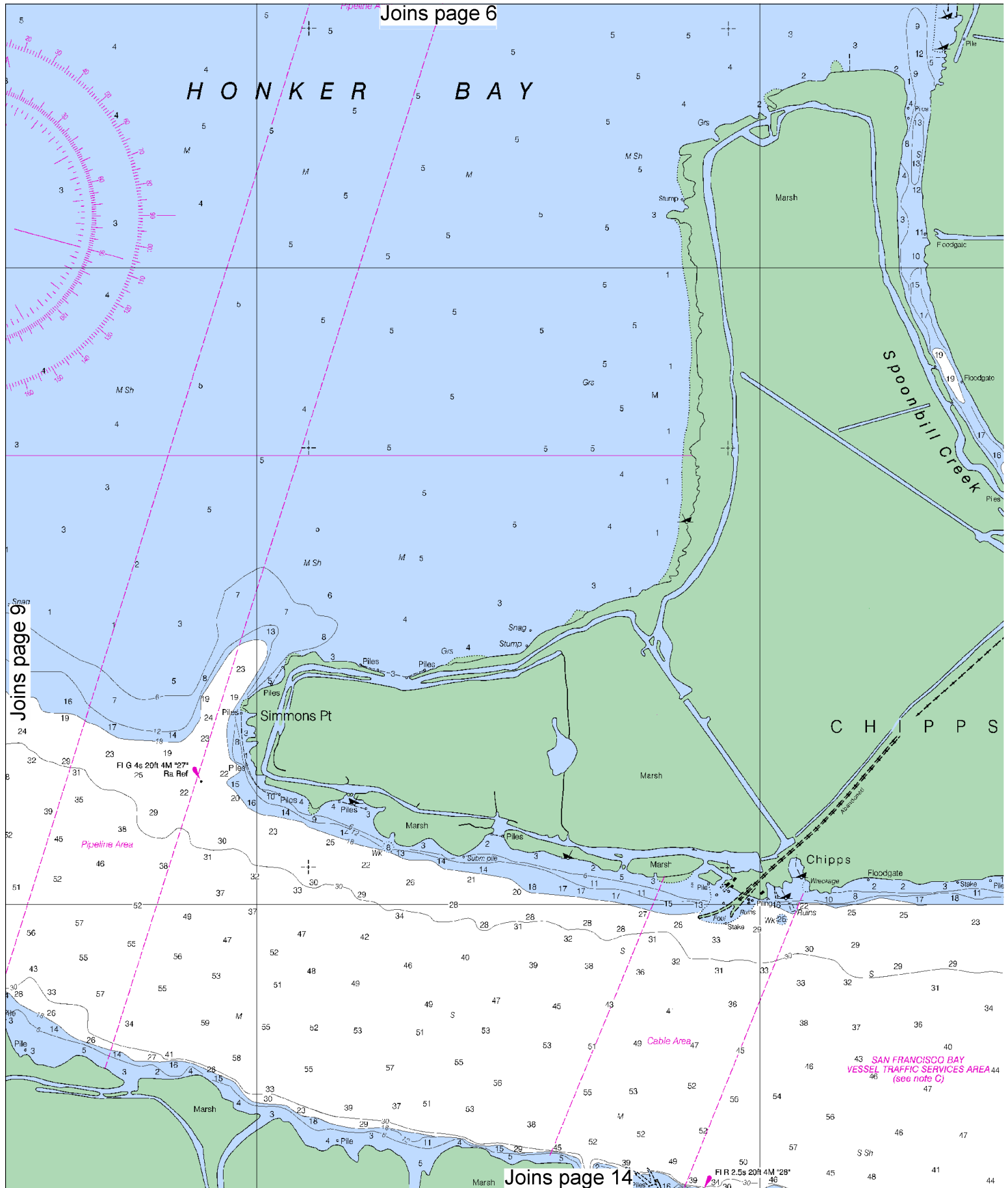
Joins page 4



Joins page 12







10

North

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

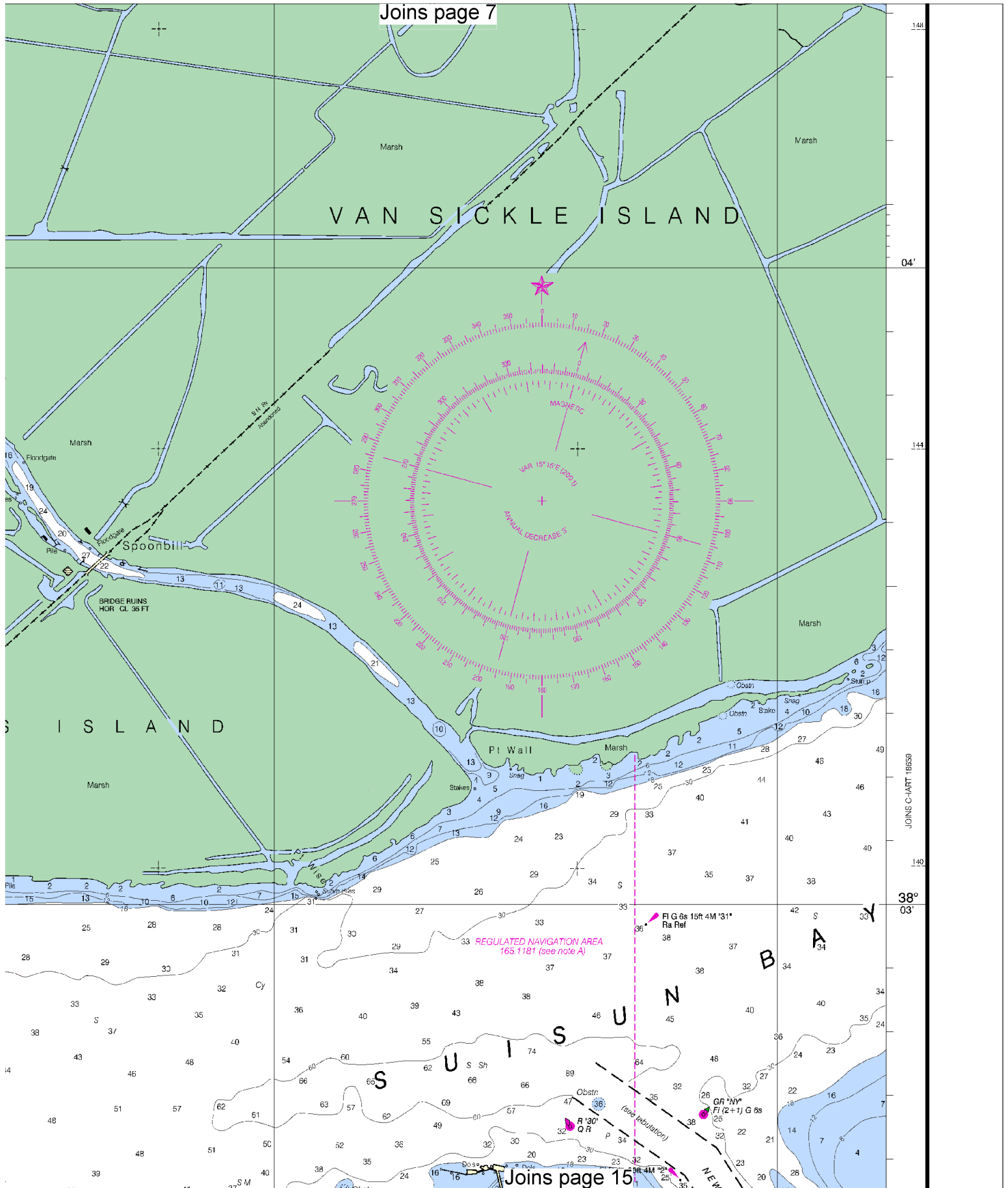
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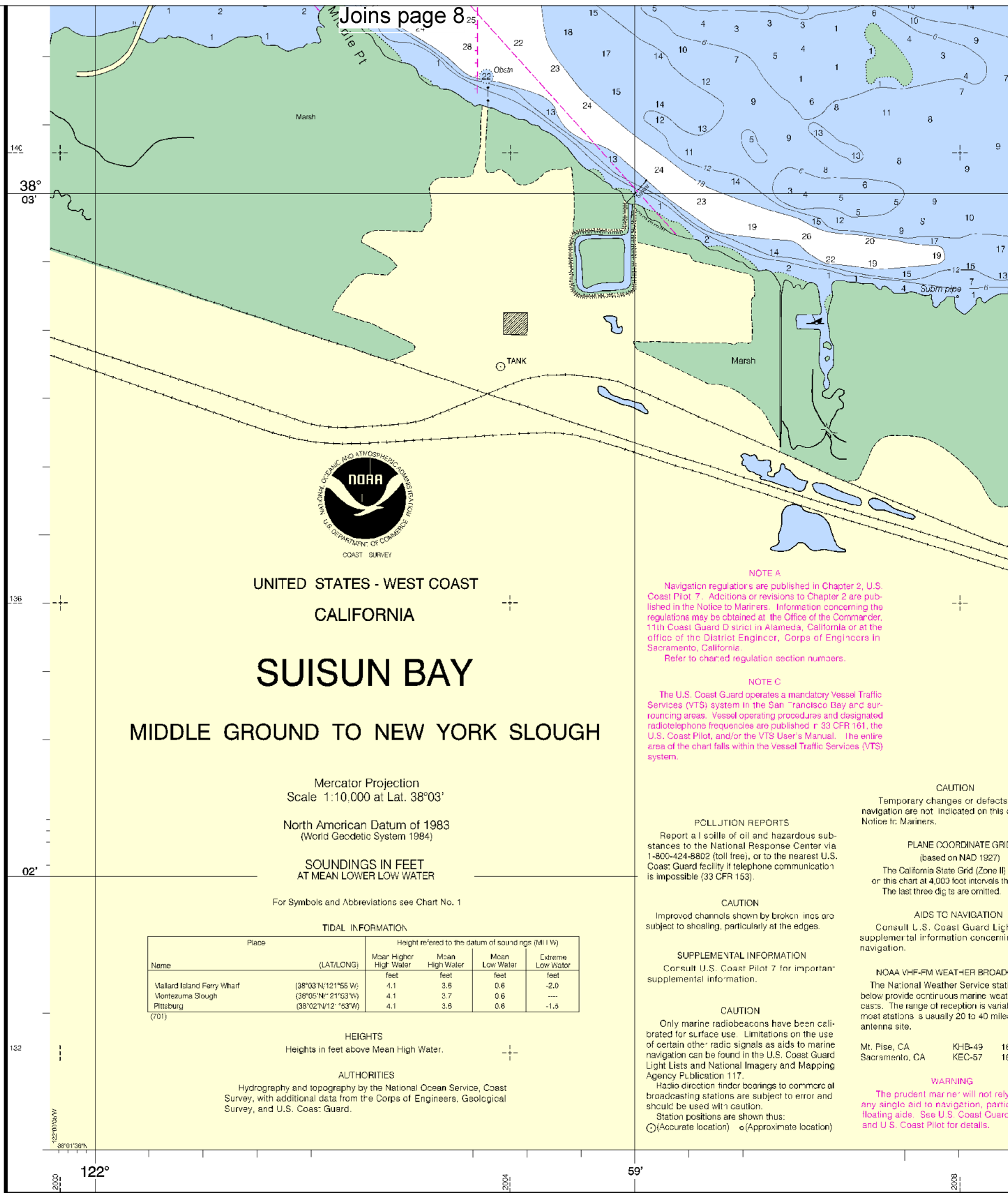
200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 7

# VAN SICKLE ISLAND



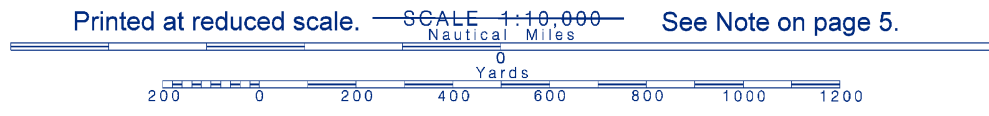


1st Ed., Nov. 24/01 ■  
**18666**

**CAUTION**  
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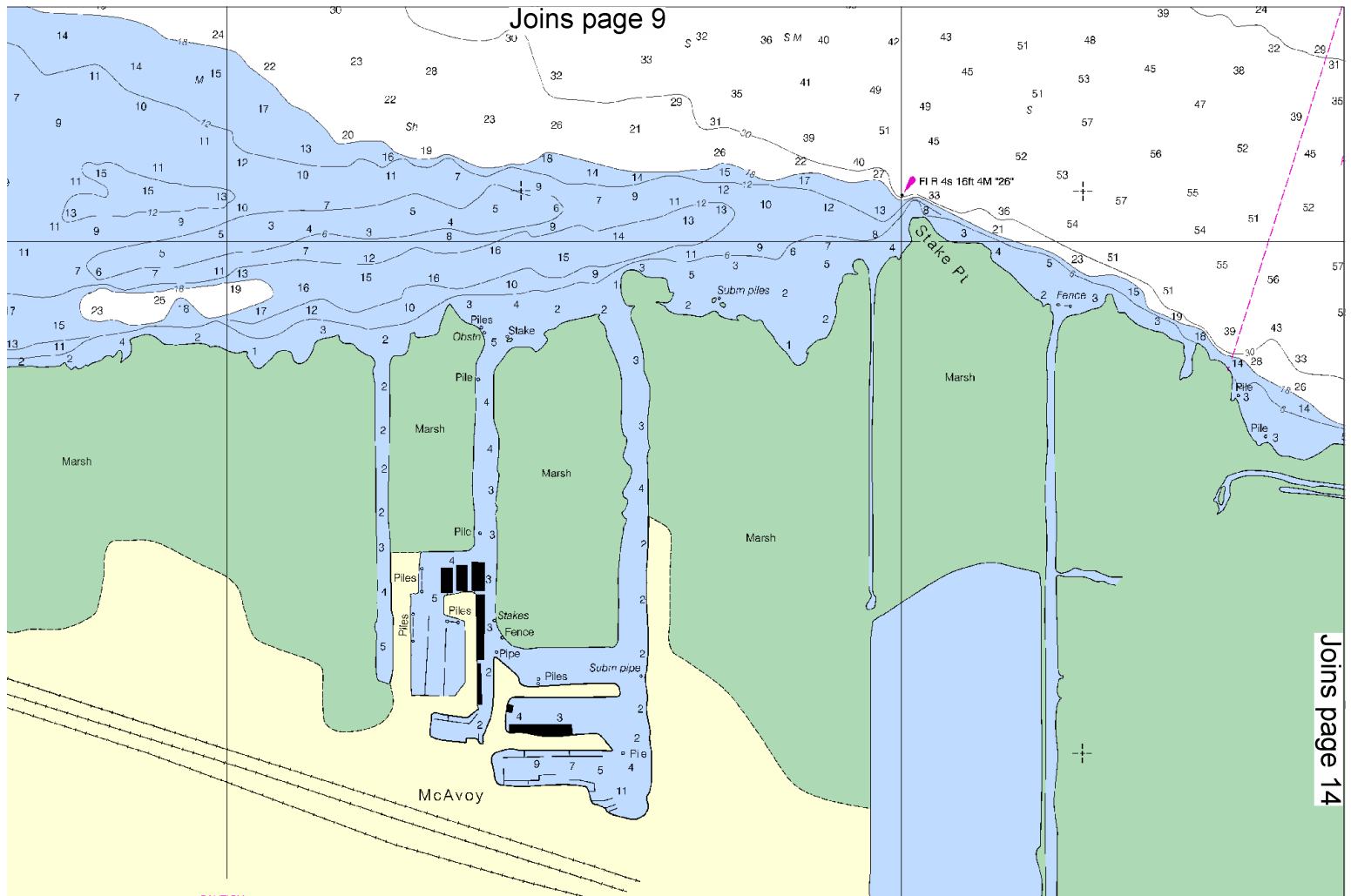
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**12**

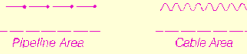


See Note on page 5.





**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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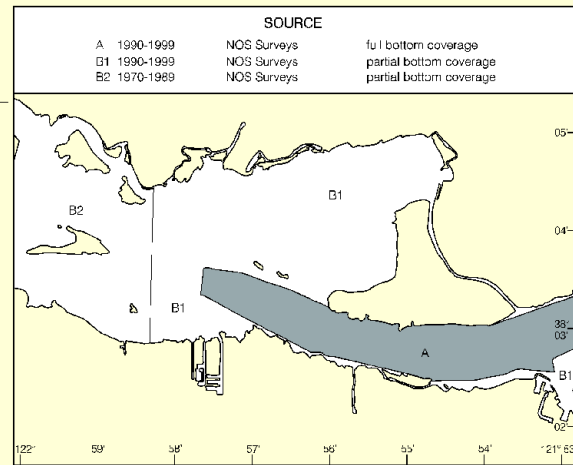
ely solely on ricularly on and Light List

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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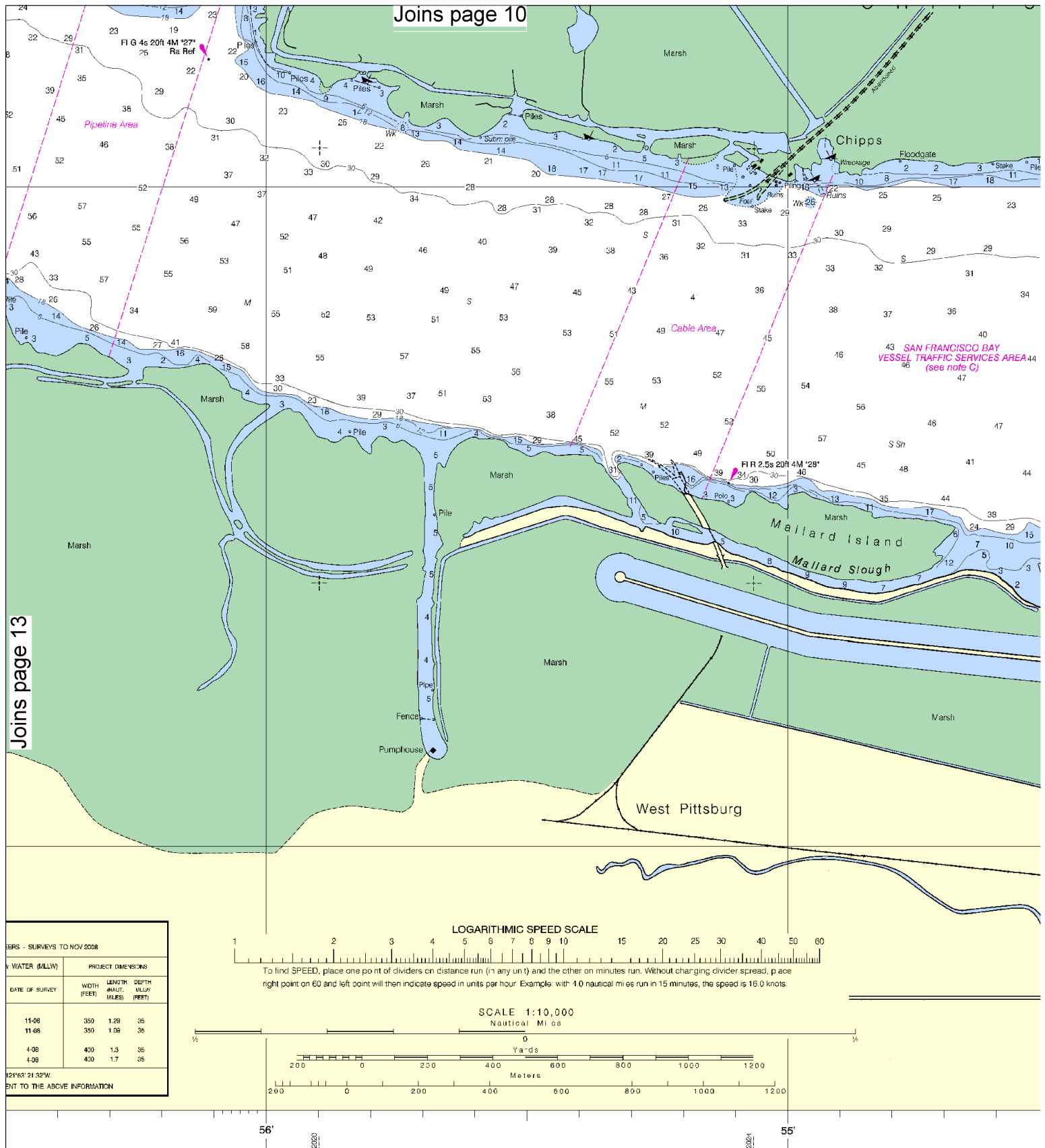


SUSUN BAY					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	W (ft)
MIDDLE GROUND CHANNEL					
WEST REACH	37	37	35	11-08	3
EAST REACH	35	38	37	11-08	3
NEW YORK SLOUGH					
WEST REACH	32	33	33A	4-08	4
EAST REACH	34	33	34	4-08	4

A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 98° 02' 11.2"N 121° 53' 21.32"W.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFO

SOUNDINGS IN FEET

Published at Washington,  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



CHARTERS - SURVEYS TO NOV 2008

DATE OF SURVEY	PROJECT DIMENSIONS		
	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
11-08	350	1.29	35
11-08	350	1.08	35
4-08	400	1.3	35
4-08	400	1.7	35

121°53' 21.32"W  
ENT TO THE ABOVE INFORMATION

ed at Washington, D.C.  
RTMENT OF COMMERCE  
ND ATMOSPHERIC ADMINISTRATION  
NAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
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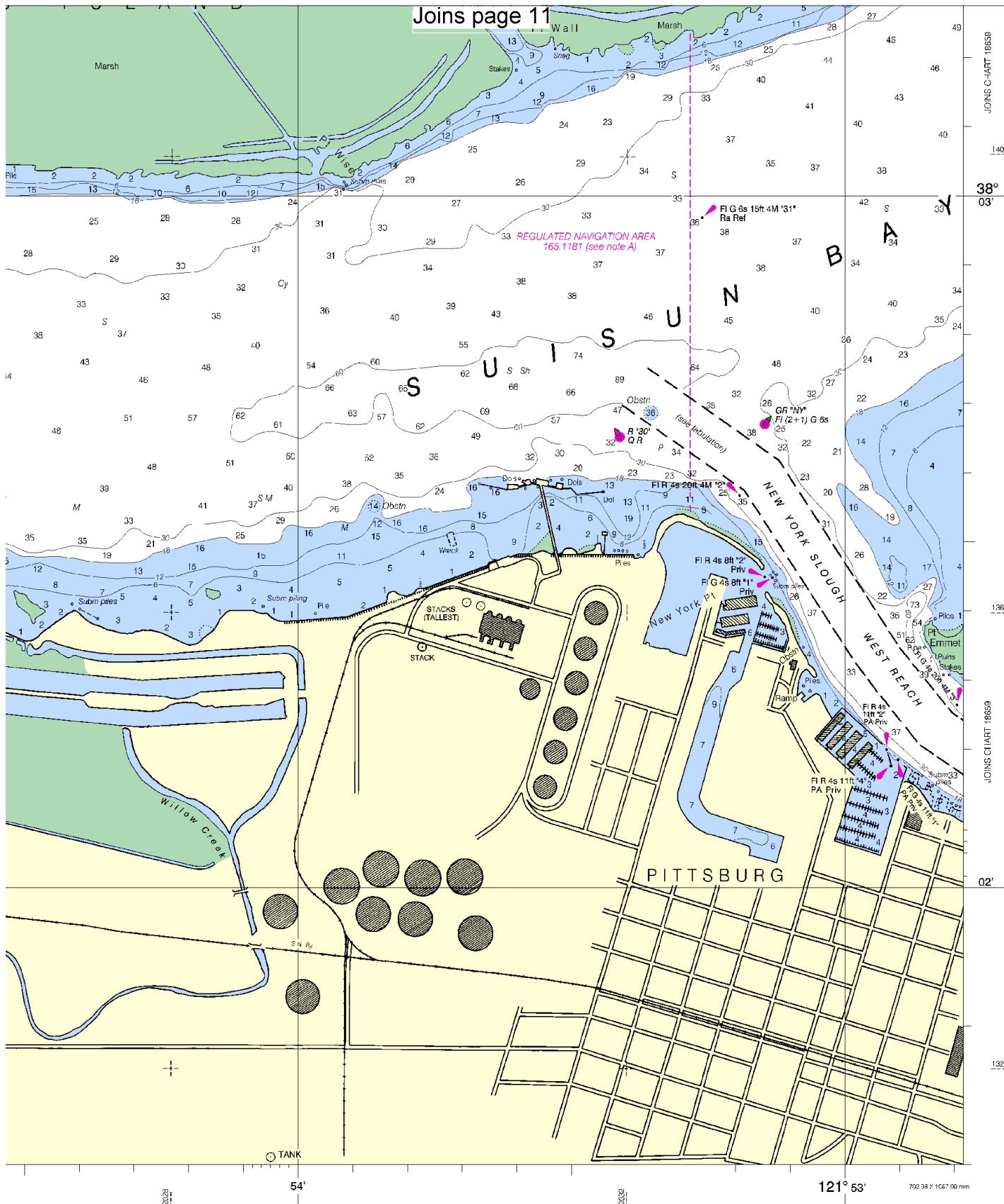


Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.





3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
8	24	30	36	42	48	54	60	66	72	78	84	90	96	102
6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35

Suisun Bay, Middle Ground to New York Slough  
SOUNDINGS IN FEET - SCALE 1:10,000

18666



ED NO 1



NSN 7642014592255

NIMA REFERENCE NO. 18AHA18666



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 510-437-3700

**Coast Guard San Francisco** – 415-399-3479

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).